

Customs Bulletin

**Regulations, Rulings, Decisions, and Notices
concerning Customs and related matters**



and Decisions
**of the United States Court of Appeals for
the Federal Circuit and the United
States Court of International Trade**

Vol. 22

AUGUST 31, 1988

No. 35

This issue contains:

U.S. Customs Service

T.D. 88-47 Through 88-51

Proposed Rulemaking

**THE DEPARTMENT OF THE TREASURY
U.S. Customs Service**

NOTICE

The abstracts, rulings, and notices which are issued weekly by the U.S. Customs Service are subject to correction for typographical or other printing errors. Users may notify the U.S. Customs Service, Office of Logistics Management, Printing and Distribution Branch, Washington, D.C. 20229, of any such errors in order that corrections may be made before the bound volumes are published.

U.S. Customs Service

Treasury Decisions

19 CFR Part 176

(T.D. 88-47)

CUSTOMS REGULATIONS AMENDMENTS TO CORRECT OUTDATED REFERENCES

AGENCY: U.S. Customs Service, Department of the Treasury.

ACTION: Final rule.

SUMMARY: This document amends § 176.21, Customs Regulations, by changing the reference to the Department of Justice office responsible for referring statements on agreed facts (stipulations) from the "Customs Section" to the "International Trade Field Office". It also corrects the zip code for that office by changing "10007" to read "10278".

The International Trade Field Office of the Department of Justice is responsible for referring statements on agreed facts (stipulations) which are to be used by the Department of Justice in submitting cases to the Court of International Trade to Customs officials for certification. These amendments are being made to prevent any confusion or undue delays in the preparation of, delivery to, or receipt of any such statements by the International Trade Field Office.

EFFECTIVE DATE: August 17, 1988.

FOR FURTHER INFORMATION CONTACT: Daniel A. Pinkus, Assistant Chief Counsel, International Trade Litigation, U.S. Customs Service, 26 Federal Plaza, New York, New York 10278, (212) 269-9271.

SUPPLEMENTARY INFORMATION:

BACKGROUND

Statements of agreed facts (stipulations) are used by the Department of Justice in submitting cases to the Court of International Trade. The office of the Justice Department which is responsible for referring stipulations to Customs officials for certification used to be known as the "Customs Section". It is now known as the "Inter-

national Trade Field Office". Also, the zip code for the office has been changed to "10278" from "10007". Section 176.21, Customs Regulations (19 CFR 176.21), currently sets forth the outdated title and zip code of the office.

As part of its continuing program to keep its regulations current and thus serve the public better, Customs is amending § 176.21, Customs Regulations, in this document to correct the office title and zip code. These changes will prevent confusion and facilitate the receipt and delivery of statements to the International Trade Field Office.

REGULATORY FLEXIBILITY ACT

Pursuant to the provisions of the Regulatory Flexibility Act, 5 U.S.C. 601, *et seq.*, it is certified that these amendments will not have a significant economic impact on a substantial number of small entities. Accordingly, they are not subject to the regulatory analysis or other requirements of 5 U.S.C. 603 and 604.

EXECUTIVE ORDER 12291

Because this document will not result in a "major rule" as defined by section 1(b) of E.O. 12291, the regulatory analysis and review prescribed by the E.O. are not required.

PUBLIC NOTICE REQUIREMENT

Inasmuch as the amendments merely correct the office title and zip code which have changed since the regulations were initially issued, and neither impose any additional burdens on, or take away any existing rights or privileges from the public, pursuant to 5 U.S.C. 553(b)(B), notice and public procedure are unnecessary, and for the same reasons, pursuant to 5 U.S.C. 553(d)(2), a delayed effective date is not required.

DRAFTING INFORMATION

The principal author of this document was Peter T. Lynch, Regulations and Disclosure Law Branch, Office of Regulations and Rulings, U.S. Customs Service. However, personnel from other offices participated in its development.

LIST OF SUBJECT IN PART 176

Courts.

AMENDMENTS TO THE REGULATIONS

Part 176, Customs Regulations (19 CFR Part 176), is amended as set forth below.

PART 176—PROCEEDINGS IN THE COURT OF
INTERNATIONAL TRADE

1. The authority citation for Part 176 continues to read as follows:

Authority: R.S. 251, as amended, sec. 624, 46 Stat. 759; 19 U.S.C. 66, 1624.

2. Section 176.21 is amended by deleting the words "Customs Section", and inserting in their place, the words "International Trade Field Office", and further, by removing the zip code "10007" and inserting in its place, the zip code "10278".

WILLIAM VON RAAB,
Commissioner of Customs.

Approved: August 2, 1988.

SALVATORE R. MARTOCHE,
Acting Assistant Secretary (Enforcement).

[Published in the Federal Register, August 17, 1988 (53 FR 30983)]

(T.D. 88-48)

REVOCATION OF COMMERCIAL GAUGER APPROVAL OF
TRANSCAN MARINE CONSULTANTS AND SURVEYORS,
INC., OF HOUSTON, TEXAS

AGENCY: U.S. Customs Service, Department of the Treasury.

ACTION: General Notice.

SUMMARY: Notice is hereby given that pursuant to Part 151.13(k) of the Customs Regulations, as amended (19 CFR 151.13), the commercial gauger approval of Transcan Marine Consultants and Surveyors, Inc., of Houston, Texas, has been revoked with prejudice. The decision was effective on August 15, 1988.

Dated: August 16, 1988.

JOHN B. O'LOUGHLIN,
Director,
Office of Laboratories and Scientific Services.

[Published in the Federal Register, August 22, 1988 (53 FR 31955)]

(T.D. 88-49)

**REVOCATION OF COMMERCIAL GAUGER APPROVAL OF
MARINTECH, INC., OF LAMARQUE, TEXAS**

AGENCY: U.S. Customs Service, Department of the Treasury.

ACTION: General Notice.

SUMMARY: Notice is hereby given that pursuant to Part 151.13(k) of the Customs Regulations, as amended (19 CFR 151.13), the commercial gauger approval of Marintech, Inc., of LaMarque, Texas, has been revoked with prejudice. The decision was effective on August 15, 1988.

Dated: August 16, 1988.

JOHN B. O'LOUGHLIN,
Director,
Office of Laboratories and Scientific Services.

[Published in the Federal Register, August 22, 1988 (53 FR 31954)]

(T.D. 88-50)

**REVOCATION OF COMMERCIAL GAUGER APPROVAL OF
CAPTAIN G. MCKAY & SONS MARINE, INC., OF GALVES-
TON, TEXAS**

AGENCY: U.S. Customs Service, Department of the Treasury.

ACTION: General Notice.

SUMMARY: Notice is hereby given that the commercial gauger approval of Captain G. McKay & Sons Marine, Inc., of Galveston, Texas, has been revoked at McKay's request. The decision was effective on August 15, 1988.

Dated: August 16, 1988.

JOHN B. O'LOUGHLIN,
Director,
Office of Laboratories and Scientific Services.

[Published in the Federal Register, August 22, 1988 (53 FR 31954)]

(T.D. 88-51)

**REVOCATION OF COMMERCIAL GAUGER APPROVAL OF
PKB SCANIA (USA), INC., OF NEW ORLEANS, LOUISIANA**

AGENCY: U.S. Customs Service, Department of the Treasury.

ACTION: General Notice.

SUMMARY: Notice is hereby given that pursuant to Part 151.13(k) of the Customs Regulations, as amended (19 CFR 151.13), the commercial gauger approval of PKB Scania (USA), Inc., of New Orleans, Louisiana, has been revoked with prejudice. The decision was effective on August 15, 1988.

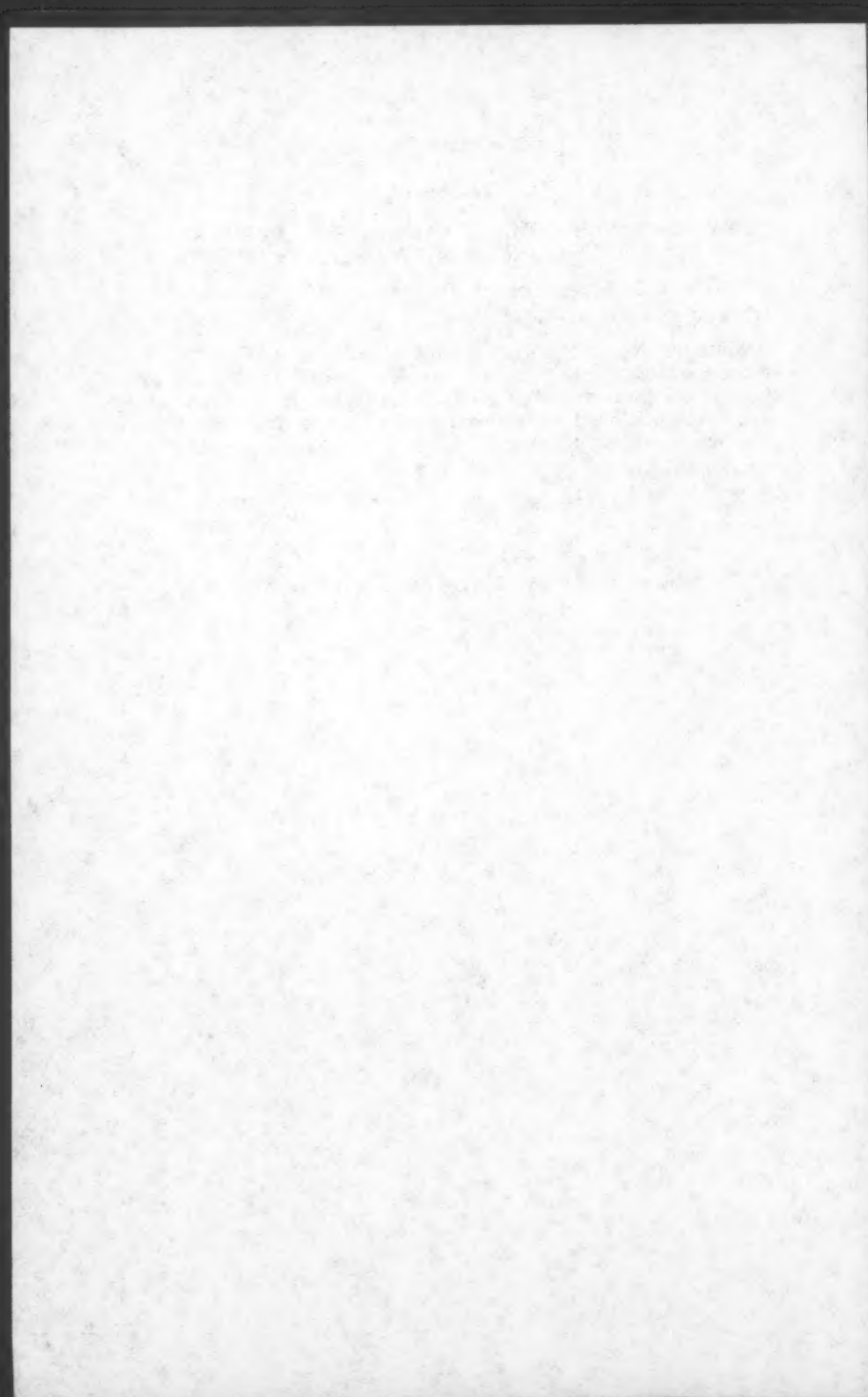
Dated: August 16, 1988.

JOHN B. O'LOUGHLIN,

Director,

Office of Laboratories and Scientific Services.

[Published in the Federal Register, August 22, 1988 (53 FR 31955)]



U.S. Customs Service

Proposed Rulemaking

19 CFR Part 192

EXPORTATION OF USED SELF-PROPELLED VEHICLES

AGENCY: U.S. Customs Service, Department of the Treasury.

ACTION: Proposed rule.

SUMMARY: This document proposes to amend the Customs Regulations by adding a new part concerning the exportation of used self-propelled vehicles. It sets forth the requirements for lawful exportation of such vehicles as well as the penalties and liabilities for attempted unlawful exportation. These regulations are necessary to implement certain provisions of the Motor Theft Law Enforcement Act of 1984 and the Trade and Tariff Act of 1984 dealing with the unlawful exportation of used self-propelled vehicles. A notice was published previously concerning this matter. After consideration of comments received in response to the notice, certain modifications were made. The modified proposal is being republished for further comments.

DATE: Comments must be received on or before October 17, 1988.

ADDRESS: Written comments (preferably in triplicate) may be addressed to and inspected at the Regulations and Disclosure Law Branch, Room 2324, U.S. Customs Service, 1301 Constitution Avenue, NW., Washington, D.C. 20229. Comments relating to the information collection aspects of the proposal should be addressed to Customs, as noted above, and also to the Office of Information and Regulatory Affairs, Attention: Desk Officer for U.S. Customs Service, Office of Management and Budget, Washington, D.C. 20503.

FOR FURTHER INFORMATION CONTACT: Legal Aspects: Harriett D. Blank (202) 566-5746 Operational Aspects: Louis Razzino (202) 566-2140.

SUPPLEMENTARY INFORMATION:

BACKGROUND

The Motor Vehicle Theft Law Enforcement Act of 1984 (Pub. L. 98-547), amended the Tariff Act of 1930, as amended (19 U.S.C.

1202 *et seq.*), by adding a new section 627 (19 U.S.C. 1627), relating to the unlawful importation or exportation of certain vehicles and equipment. Subsequently, the Tariff Act of 1930 was further amended by section 205 of the Trade and Tariff Act of 1984 (Pub. L. 98-573), which also added a new section 627, similar to section 627 of Pub. L. 98-547. The amendments made by Pub. L. 98-573 are set forth as 19 U.S.C. 1627a.

The new sections provide for civil penalties of not more than \$10,000 for each violation of knowingly importing, exporting, or attempting to import or export (1) any stolen self-propelled vehicle, vessel or aircraft; or (2) any self-propelled vehicle or part of a self-propelled vehicle from which the vehicle identification number (VIN) has been removed, obliterated, tampered with or altered. Also, any violation of 19 U.S.C. 1627 or 1627a subjects the vehicle, vessel, aircraft, or part thereof to seizure and forfeiture. In addition, any person attempting to export a used self-propelled vehicle must present both the vehicle and a document describing the vehicle, which includes the VIN, to Customs before lading if the vehicle is to be transported by vessel or aircraft, or before export if the vehicle is to be transported by rail, highway, or under its own power. Failure to comply with this provision subjects the violator to a civil penalty of \$500 for each violation.

Pub. L. 98-547 and Pub. L. 98-573 were enacted in response to the ever-increasing incidents of the theft of motor vehicles and other conveyances and their exportation from the U.S. It is estimated that approximately 200,000 stolen vehicles are exported each year, primarily by professional thieves or people employed by them to effect the exportation. The recovery rate for stolen vehicles decreased from 86% in 1967 to 62.9% in 1984.

There is also a growing problem concerning the exportation of vehicle components. The parts are often shipped in sealed containers, making detection more difficult.

The legislation concerning the exporting and importing of self-propelled vehicles, other conveyances or parts thereof with altered vehicle identification numbers established penalties for violations and provided for the seizure and forfeiture of the vehicles, other conveyances or parts. It is expected that these sanctions will both deter the exportation of stolen vehicles and improve the recovery rate of those vehicles which are stolen. The legislation also directed that regulations be prescribed by the Secretary of the Treasury with regard to the procedures for the lawful exportation of used self-propelled vehicles.

PRIOR PROPOSAL

On March 17, 1987, Customs published a notice in the Federal Register (52 FR 8308), proposing regulations to implement 19 U.S.C. 1627 and 1627a. It was proposed to establish a new Part 192, Customs Regulations (19 CFR Part 192).

Sections 192.1 through 192.4 of Subpart A of Part 192 would set forth the procedures for the lawful exportation of used self-propelled vehicles. They would require a person attempting to export such a vehicle to furnish documentation sufficient to prove to Customs that the vehicle is lawfully owned by the exporter. This documentation would include the vehicle identification number. Definitions of "self-propelled vehicle," "used," "ultimate purchaser," and "export," all terms used in Pub. L. 98-573, would be defined in § 192.1.

As proof of ownership of the vehicle by the exporter, Customs would accept an original certificate of title, or a memorandum of ownership, or a right of possession, or any other document sufficient to prove lawful ownership, such as a bill of sale or a sales invoice. In lieu of an original document, Customs would accept a certified copy.

It was also proposed that the exporter must present 2 facsimiles of the original document or certified copy. Customs would authenticate both facsimile documents, one of which would remain in the possession of the exporter, and the other of which will be collected by Customs for forwarding to the National Automobile Theft Bureau (NATB), on the same day. While Customs would not retain copies of the documentation relating to the exportation, the NATB would enter the VIN and other information on the exported vehicles into their database for recordkeeping purposes.

Authentication by Customs would include the stamping of the facsimile documents with the date of their presentation. As to exportations at a land border, where the vehicle is to be transported by rail, highway, or under its own power, it was proposed that the date would most likely be the date of exportation. At sea borders, where the vehicle is to be transported by vessel, or at airports, where the vehicle is to be transported by aircraft, the date of presentation of the facsimile documents could often precede the actual date of exportation.

DISCUSSION OF COMMENTS

Ten comments were received in response to the original proposal. A discussion of these comments and our responses follow:

Comment:

One commenter suggested that the proposed regulations should be included in the Export Administration Regulations (15 C.F.R.), because the exporting public will be confused if export regulations are placed in the Customs Regulations (19 C.F.R.).

Response:

The statute on which the proposed regulations were based is concerned with both the importation and exportation of vehicles. Congress has seen fit to enact the statute in title 19 of the U.S. Code.

Accordingly, Customs believes that the subject regulations properly belong in the Customs Regulations (19 C.F.R.).

Comment:

One commenter suggested that because 19 U.S.C. 1627 and 19 U.S.C. 1627a were enacted simultaneously, currently exist side by side, and cover the same subject matter, clarification is necessary as to which statute is being implemented by the proposed regulations.

Response:

We do not agree. The legal effect of both statutes is identical and, therefore, regulations implementing both statutes would be identical.

Comment:

A Florida-based commenter noted that there is an overlap between the subject legislation and Florida State statutes. Accordingly, the commenter believed that the federal legislation is unnecessary.

Response:

Customs disagrees. One intent of the legislation was to enable Customs, which is a presence at all points of exportation, to assume part of the responsibility for curtailing the exportation of stolen vehicles. Similar state and federal requirements may co-exist as long as state legislation does not conflict with the federal requirements.

Comment:

Two commenters suggested that proposed section 192.2(a), Customs Regulations, which provided that a person attempting to export a used self-propelled vehicle, be more specific with regard to the place of presentation of the vehicle and documentation.

Response:

Customs agrees. Accordingly, proposed § 192.2(a) is being amended to state that presentation shall occur at the port of exportation.

Comment:

Several commenters suggested that because all 50 states are title states with regard to automobiles, trucks, motorcycles and buses, Customs might want to require that original or certified copies of Certificates of Title be presented for these vehicles. The possibility of forgeries would be decreased if originals or certified copies were required.

Response:

We agree. Accordingly, the language in proposed section 192.2(b) is being amended to state that in the case of automobiles, trucks, motorcycles and buses, original or certified copies of Certificates of

Title and two facsimiles of the original or certified copy shall be presented.

Comment:

One commenter suggested that because not all vehicles encompassed by proposed Part 192 are assigned vehicle identification numbers (VINs), the proposed regulations should not categorically require that the document which must be presented to Customs describing the vehicle include the VIN.

Response:

We agree. Accordingly, language in the proposed regulation is being changed to state that the document presented to Customs may include the product identification number rather than the VIN, if the vehicle for which the document is presented does not have a VIN.

Comment:

It was suggested that in order to enhance law enforcement capabilities, the regulations provide a time lag between the presentation of the documentation evidencing lawful ownership and the actual exportation of the vehicle.

Response:

We agree. Proposed section 192.2(c) is, accordingly, amended to provide for presentation of documents and vehicles at the port of exportation at least three days before actual exportation, regardless of the specific mode of exportation.

Comment:

One commenter suggested that proposed section 192.3, covering penalties, should be redrafted so that, in addition to attempted exportations, it also covers actual accomplished exportations in violation of the regulatory requirements.

Response:

We agree. Accordingly, proposed section 192.3 is expanded to state that a \$500 penalty will be assessed against both an exporter who has already exported a vehicle without complying with the requirements set forth in Part 192 and an exporter attempting to export a vehicle without complying with the regulations.

Comment:

A commenter suggested that Customs be required in all cases to compare the VIN on the documentation purported to evidence lawful ownership with the number on the vehicle itself.

Response:

We disagree. Such a requirement would place an impossible burden on Customs and it would not be an efficient use of our limited personnel, facilities and resources.

Comment:

It was suggested that the regulations specify the contents of the authentication.

Response:

Customs disagrees. We believe that the content of the authentication is basically an operational issue and that, therefore, the regulations need not set forth the specifics of the authentication.

Comment:

Several commenters stated that Customs should be required to send the VIN to an agency that maintains data on stolen vehicles such as the NCIC (the FBI's National Crime Information Center) through a direct computer hook-up.

Response:

Customs might do this. However, we believe that the regulations should not contain any specific requirements regarding what Customs will do with the information it obtains. It is necessary for the agency to maintain flexibility in this area.

CONCLUSION

After careful consideration of all the comments received and further review of the matter, it has been determined to republish the proposal with the modifications noted and to allow interested persons an additional opportunity to submit comments on the proposal. Commenters on the original proposal need not resubmit their comments. They will be reconsidered along with any new comments received in response to this notice.

COMMENTS

Before adopting this proposal, consideration will be given to any written comments (preferably in triplicate) that are submitted timely to Customs. Comments submitted will be available for public inspection in accordance with the Freedom of Information Act (5 U.S.C. 552), § 1.4, Treasury Department Regulations (19 CFR 103.11(b)), on regular business days between the hours of 9:00 a.m. and 4:30 p.m. at the Regulations and Disclosure Law Branch, Room 2324, Customs Headquarters, 1301 Constitution Avenue, NW., Washington, D.C. 20229.

REGULATORY FLEXIBILITY ACT

Pursuant to the provisions of the Regulatory Flexibility Act (5 U.S.C. 601 *et. seq.*), it is certified that, if adopted, the proposed

amendments will not have a significant economic impact on a substantial number of small entities. Accordingly, they are not subject to the regulatory analysis or other requirements of 5 U.S.C. 603 and 604.

PAPERWORK REDUCTION ACT

The collection of information contained in this notice of proposed rulemaking has been submitted to the Office of Management and Budget (OMB) for review in accordance with the Paperwork Reduction Act of 1980 (44 U.S.C. 3504 (h)). Comments on the collection of information should be sent to the Office of Information and Regulatory Affairs, Office of Management and Budget, Washington D.C. 20503, attention: Desk Officer for U.S. Customs Service, with copies to the U.S. Customs Service at the address previously specified.

The collection of information in the regulation is in section 19 CFR 192.2. This information is required by Customs pursuant to 19 U.S.C. 1627 and 1627a to prove that used self-propelled vehicles that are being exported out of the U.S. are lawfully owned by the exporter. Customs will be providing the documentation it collects certifying the exporters' ownership of the exported vehicles to the National Automobile Theft Bureau which would maintain the records. The likely respondents are individuals exporting vehicles, business or other for-profit organizations and small businesses or organizations.

Estimated total annual reporting and/or recordkeeping burden: 5333 hours.

Estimated average annual burden per respondent and/or recordkeepers: 2½ hours depending on the circumstances.

Estimated number of respondents and recordkeepers: 2000

Estimated annual frequency of responses: 16.

Part 178, Customs Regulations (19 CFR Part 178), which lists the information collections contained in the regulations and control numbers assigned by OMB would be amended accordingly if this proposal is adopted.

DRAFTING INFORMATION

The principal author of this document was Harold M. Singer, Regulations and Disclosure Law Branch, U.S. Customs Service. However, personnel from other Customs offices participated in its development.

LIST OF SUBJECTS IN 19 CFR PART 192

Customs duties and inspection, Imports, Exports, Vehicles.

PROPOSED AMENDMENTS

It is proposed to amend Chapter I of Title 19, Code of Federal Regulations (19 CFR Chapter I), by adding a new Part 192 to read as follows:

PART 192—EXPORT CONTROL

Sections.

192.0 Scope.

SUBPART A—EXPORTATION OF USED SELF-PROPELLED VEHICLES

192.1 Definitions.

192.2 Requirements for exportation.

192.3 Penalties.

192.4 Liability of carriers.

Authority: 19 U.S.C. 66, 1624, 1627, 1627a, 1646a.

§ 192.0 Scope.

This part sets forth regulations pertaining to procedures for the lawful exportation of used self-propelled vehicles and the penalties and liabilities incurred for failure to comply with any of the procedures. This part also sets forth regulations concerning controls exercised by Customs with respect to the exportation of certain merchandise.

§ 192.1 Definitions.

The following are general definitions for the purposes of Subpart A:

Export. "Export" refers to the transportation of merchandise out of the U.S. for the purpose of being entered into the commerce of a foreign country.

Self-propelled vehicle. "Self-propelled vehicle" includes any automobile, truck, tractor, bus, motorcycle, motor home, self-propelled agricultural machinery, self-propelled construction equipment, self-propelled special equipment, and any other self-propelled vehicle used or designed for running on land but not on rail.

Ultimate purchaser. "Ultimate purchaser" means the first person, other than a dealer purchasing in his capacity as a dealer, who in good faith purchases a self-propelled vehicle for purposes other than resale.

Used. "Used" refers to any self-propelled vehicle the equitable or legal title to which has been transferred by a manufacturer, distributor, or dealer to an ultimate purchaser.

§ 192.2 Requirements for exportation.

(a) *Basic Requirements.* A person attempting to export a used self-propelled vehicle shall present to Customs, at the port of exportation, both the vehicle and a document describing the vehicle, which includes the Vehicle Identification Number or, when appropriate, the product identification number. Exportation of a vehicle will be permitted only upon compliance with these requirements. The person attempting to export the vehicle may employ an agent for the exportation of the vehicle.

(b) *Documentation required.* In the case of automobiles, trucks, motorcycles and buses, original or certified copies of Certificates of Title, and 2 facsimiles of the original or certified copy, shall be presented. In other cases, a certificate of title, memorandum of ownership, or right of possession, or any other document sufficient to prove lawful ownership, such as a bill of sale or a sales invoice, or a certified copy of any of these documents, as well as 2 facsimiles of the original or certified copy, shall be presented.

(c) *When presented.* If the vehicle is to be transported by vessel or aircraft, the documentation and vehicle must be presented at least 3 days prior to lading. If the vehicle is to be transported by rail, highway, or under its own power, the documentation and vehicle must be presented 3 days prior to exportation of the vehicle.

(d) *Authentication of documentation.* Customs shall authenticate both facsimile documents, one of which shall remain in the possession of the exporter and one of which shall be collected by Customs. Authentication will include the stamping of the facsimile documents with the date of presentation of the documents. The authenticated facsimile document will be the only acceptable evidence from the exporter of compliance with the requirements of this section.

§ 192.3 Penalties.

(a) A \$500 penalty shall be assessed against an exporter attempting to export a vehicle without complying with the requirements set forth in this Part of the regulations.

(b) A \$500 penalty shall be assessed against an exporter who has exported a vehicle without complying with the requirements set forth in this Part of the regulations.

§ 192.4 Liability of Carriers.

Under the provisions of 46 U.S.C. 91, the vessel master is charged with the responsibility for presenting a true manifest. If used vehicles are not included on the manifest or are inaccurately described thereon, a liability of not more than \$1,000 nor less than \$500 will be incurred.

PART 178—APPROVAL OF INFORMATION COLLECTION REQUIREMENTS

1. The authority citation for Part 178 would continue to read as follows:

Authority: 5 U.S.C. 301, 19 U.S.C. 1624, 44 U.S.C. 3501 *et seq.*

2. It is proposed to amend § 178.2 by inserting the following in the appropriate numerical sequence according to the section number under the column indicated:

178.2 Listing of OMB Control Numbers

19 CFR Section	Description	OMB Control No.
Part 192	Exportation of Used Self-Propelled Vehicles	1515-0157

MICHAEL H. LANE,
Acting Commissioner of Customs.

Approved: April 20, 1988.

FRANCIS A. KEATING, II,
Assistant Secretary of the Treasury.

[Published in the Federal Register, August 18, 1988 (53 FR 31367)]

Index

Customs Bulletin and Decisions
Vol. 22, No. 35, August 31, 1988

U.S. Customs Service

Treasury Decisions

	T.D. No.	Page
Statements on agreed facts, outdated references corrected; part 176, CR amended	88-47	1
Commercial gauger, revocation of Customs approval: Transcan Marine Consultants & Surveyors, Inc.	88-48	3
Marintech, Inc.	88-49	4
Captain G. McKay & Sons Marine, Inc.	88-50	4
PKB Scania (USA), Inc.	88-51	5

Proposed Rulemaking

	Page
Self-propelled vehicles, used, exportation of	7

